

TONOPAH DAILY BONANZA

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BATTLE OF FLANDERS.

THE assault in Flanders which has been under way for three days carries with it the necessity for haste in the construction of that American air fleet for which Congress not long ago voted an appropriation of \$640,000,000. The objective sought in the new sector is to turn the flank of the enemy by getting behind the present western front which presents an almost impregnable series of fortresses to overcome. Even by smashing through eight or ten miles of front the gain is relatively slight for it brings the allied armies to face another array of similar formidable barriers. On the low Belgian coast, where the Germans have installed their submarine bases, attack in force by heavy warships is almost impossible owing to the shallow waters which preclude any extensive naval demonstration. The best that can be done by the navy is to send a few monitors of the old American model of the sixties to throw shells against enemy bases while an aerial fleet makes a foray behind the lines for the purpose of gaining information about the fortifications. The United States war policy contemplates the construction of an air armada that will include thousands of huge planes where dozens are now employed. Vast airships each driven by three 700-horse power engines, capable of carrying a military load of 8000 pounds with a maximum speed of 100 miles an hour is the part of the programme which has been assigned this country. That this is not impossible is demonstrated by the success of the huge Italian triplanes of 900-horse power Caproni engines which take a military load of 6500 pounds to a height of 6500 feet in 35 minutes. The fact that these great machines cost \$40,000 each will not prevent their being built in great numbers in this country once the tools and dies are completed from models furnished by the Italian government. Many experts see in the creation of a fleet of such big airships, together with five or six times as many small fighting planes for their protection, the only certain method of defeating the submarine peril, of destroying munition plants and military and naval bases and of swiftly driving the German army back behind the Rhine. Imagine the destruction which could be wrought by a hundred airships sailing over Essen, for instance, and each dropping two tons of high explosives on the Krupp plants.

CORPORATION ARROGANCE.

THE state is being treated to an exhibition of contempt for the courts and the power of government itself through the action of the Truckee River Electric Co. setting the trustees of that incorporated city at defiance and openly threatening to subject the seat of Nevada government to an annoyance that is insufferable. Two years ago Carson City notified the power company chartered to furnish light, heat and power to that municipality that certain changes were in contemplation and warning the management that it would be necessary to place their lines in first class condition for permanent service. This notice was served in anticipation of the taxpayers spending considerable money in paving the street and readjusting the lines of curbing to conform to the new survey. The power company refused to pay any attention to the order and, when it came to the point of obeying, or explaining, why the town should be set at defiance the power company threatened to remove its poles and deprive the people of service. Such a condition is intolerable and it is pleasing to see that the trustees are standing on their rights with the intention of making the public service corporation comply with a reasonable order. The contumacy of this corporation is difficult to understand in this enlightened age when investors realize they have certain duties to perform when they place their money in companies existing through the powers conferred on them by the charter granted by the state. Such conduct as that displayed by the Truckee River Electric Co. is of the most reprehensible order for it is certain to bring other companies engaged in giving a public service, under more stringent regulations. The state of Nevada has not manifested any desire to oppress public service companies or other corporations but has treated them always with the greatest leniency. Therefore this action of a company situated at the seat of government is likely to be pregnant with far reaching consequences that may bring regret in years after. The most successful power and light companies are those guided by a liberal management and operated in such a way that the public will receive the greatest benefits for the smallest reasonable return for the service. In many eastern cities this policy has been carried to an extent that enables the consumer to have a complete wire installation for his house at the lowest possible price distributed over a year or two. These companies know that the best way of building up a lucrative business is to increase the consumption and, the best way of increasing the consumption, is to increase the number of patrons without subjecting them to an onerous charge for the preliminary work of preparing for service. The action of the Carson City company invites reprisals which are bound to come where there is a disposition to defy a whole community.

THE SUBMARINE MENACE.

IT is only in this country that an effort is made to convince the public of the folly of the Germans maintaining the submarine warfare. We, as a people, are disposed to take an optimistic view of the war but it remains for the nation at which the plague is leveled to realize that, unless something of a radical nature occurs to upset the present arrangement the menace will continue one of the greatest drawbacks to the success of American arms. The fact that the United States has landed three expeditions in France after manfully combating the U-boats that attempted to waylay our fleets of transports simply carries with it the proof that with proper protection our naval vessels may move with comparative immunity. But it is not the naval vessels that will determine the war. The humble merchant ship and the tramp steamer with its priceless cargo of munitions and supplies, have to traverse the infested waters and these cannot be escorted by a fleet of destroyers or submarine chasers if their

effectiveness is to be sustained. The value of the merchant fleets is the number of craft that succeed in reaching their destination and delivering their cargoes. If every ship has to have a convoy then it must be understood that the withdrawals of warships from other duties would weaken the links that connect the American armies in Europe with their base of supplies across the Atlantic. The British government continues to urge every subject to exercise the strictest economy in the use of provisions and commodities of every kind. The statement is accompanied by an assurance that there is no cause for dismay, but there is a very strong necessity for warning the public that a rapid diminution of the submarine campaign cannot be expected. The war office of Great Britain has never concealed the anxiety of the members who have access to reports of the most confidential character about depredations of German submarines. The Teutons boast that they are building U-boats faster than they are being destroyed, while this assertion may be taken as an exaggeration, the fact remains that no sovereign method of countering the submarines has been evolved. Much is hoped for in the American shipbuilding yards that have assumed new life under the regenerated board where construction is being multiplied with a rapidity that may make up for the loss of time caused by the internal bickering. As Lloyd George said in Washington last April "the road to victory, the guarantee of victory, the absolute assurance of victory is to be found in one word—ships; in a second word—ships." Those remedies and palliatives can only be gradually applied and in the meantime the people of the allied countries must be prepared to face the consequence of the steady destruction of ships which the Germans are undoubtedly accomplishing.

One such consequence is discernible in the closing of the Lancashire cotton mills for want of raw material since all the available tonnage space has been commandeered for the carriage of munitions and food supplies. With restricted transportation on the Atlantic the bumper crops of the United States will not count for much. The question is how to secure the delivery of American cargoes on the other side of the ocean where they are most needed and that problem can only be solved by eliminating the submarine which does not seem to suffer any material reduction in numbers from present methods of warfare.

Provost Marshal Crowder is not going to let any eligible escape if he can find any way of reaching him. The pranks of Cupid will not be permitted to interfere with the conscription. Neither will slackers who have taken nominal government jobs be permitted to get away from their obligations. The drag net has been spread and there will not be much chance for evasion.

With a Chicago man at the head of the reorganized shipping board the country may look for an injection of pep into the shipbuilding programme.

Mayor Kaiser Bill Thompson of Chicago seems to have struck the land of innocuous desuetude through catering to the pro-Germans of his home town.

BASEBALL GAMES

PACIFIC COAST LEAGUE

Standing of the Clubs	Won	Lost	Pct.
San Francisco	71	49	.582
Los Angeles	64	53	.547
Salt Lake	57	55	.510
Portland	52	60	.464
Oakland	56	63	.471
Vernon	49	69	.415
At Salt Lake—	R. H. E.		
Los Angeles	9	11	1
Salt Lake	11	10	1
Batteries—Seaton, Hogg, Bernard and Holes; Hughes, Hoff, Brown and Hannan.			
At Portland—	R. H. E.		
Portland	1	6	2
San Francisco	2	7	1
Batteries—Houck and Fisher; Erickson and Baker.			
At Los Angeles—	R. H. E.		
Oakland	6	7	0
Vernon	2	11	1

NATIONAL LEAGUE

Standing of Clubs	Won	Lost	Pct.
New York	58	30	.659
St. Louis	52	44	.542
Cincinnati	54	48	.529
Philadelphia	47	40	.540
Chicago	48	49	.495
Brooklyn	45	46	.495
Boston	38	52	.423
Pittsburg	31	64	.328

Yesterday's Games

(By Associated Press.)
 CINCINNATI, Aug. 2.—Brooklyn took the third game of the series from Cincinnati here, 6 to 2, seven errors intermingled with numerous misplays, making the game one of the most ragged exhibitions seen here this year.

(By Associated Press.)
 PITTSBURGH, Aug. 2.—New York won the fourth game of the series from Pittsburgh, 3 to 1, when Steele weakened in the ninth.

(By Associated Press.)
 ST. LOUIS, Aug. 2.—A wild throw by J. Smith in the tenth inning enabled Philadelphia to beat St. Louis, 3 to 1. The locals were able to get but four hits off Mayor until the ninth, when successive singles by J. Smith, Miller and Snyder, who batted for Wallace, tied the score.

AMERICAN LEAGUE

Standing of Clubs	Won	Lost	Pct.
Chicago	62	37	.627
Boston	59	36	.621
Cleveland	54	47	.535
Detroit	52	46	.531
New York	49	45	.521
Washington	41	56	.422
Philadelphia	34	58	.369
St. Louis	34	58	.369

Yesterday's Games

(By Associated Press.)
 BOSTON, Aug. 2.—After winning seven straight games, Boston was shut out by Chicago, 4 to 0. Chicago regaining the lead in the American league race, Russell pitched a strong game throughout, only one of the Boston team reaching third base. Pelch's fielding was a strong point in the defensive play of the winning team. Mays was hit hard. Jackson's home run was to the flagpole in center field.

(By Associated Press.)
 WASHINGTON, Aug. 2.—Washington defeated Detroit, 5 to 4 in 13 innings. McBride, whose error in the eighth gave Detroit the run

that necessitated extra innings, scored Rice with the winning run by hitting safely with the bases filled in the final round.

(By Associated Press.)
 PHILADELPHIA, Aug. 2.—Speaker's steal of home in the seventh inning gave Cleveland the run which decided the game here in favor of the visitors, the score being 6 to 5. Speaker's hitting played a big part in the victory.

LEAVE FOR RHODES SCHOLARS

(By Associated Press.)
 OXFORD, England, Aug. 2.—Most American Rhodes scholars have obtained indefinite leave of absence and are either returning home for military training or are continuing their training in England, expecting to join the American forces in France. The majority already have had two months' training with the Oxford university officers' training corps.

Virtually no Americans are expected to be in residence next year.

DRINKS IN ELKO ARE FIFTEEN CENTS STRAIGHT

This license holders of Elko have raised the price of drinks from a bit to fifteen cents straight. It has been the custom to charge 12½ cents for every sort of drink served at the bar—whisky, beer or pop—but now each one of these is 15 cents straight. Imported, mixed and egg drinks will be 25 cents straight—Humboldt Star.

We have come to the conclusion that Michaelis'—Pittsburg Post.

John Wasmaker announces that money isn't everything in life, John being rich enough to be philosophical—Detroit Press.

Somewhat asserts that ice cream is healthful and every fellow's girl (married or single) agrees with him—Spokane Review.

For Associated Press News read the Bonanza.

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TONOPAH GIPSY QUEEN MINING COMPANY—Location of principal place of business, and location of works, Tonopah, Nye County, Nevada.
 Notice is hereby given that at a meeting of the Board of Directors, held on the 20th day of July, 1917, an assessment (No. 12) of One (1) cent per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the Secretary, at the office of the company, room 265, Russ Building, San Francisco, California.
 Any stock upon which this assessment shall remain unpaid on the 25th day of August, 1917, will be delinquent and advertised for sale at public auction, and unless payment is made before will be sold on Wednesday the 30th day of September, 1917, to pay the delinquent assessment, together with the cost of advertising and expenses of sale.
 By order of the Board of Directors,
 CHARLES D. O'NEAL, Secretary,
 Office, room 265, Russ Building, San Francisco, California.
 First publication: July 24, 1917.
 Last publication: Aug. 24, 1917.

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